

## FINANCIAL AND COMMERCIAL

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**Card from Messrs. Tilden and Hall.**  
Mr. Allen M. Sherman, formerly the principal or managing director of the Cumberland Coal and Iron Company, has published a card attacking Mr. Charles Gould, who, until within a few weeks, was the President of the company. This attack of Mr. Sherman's has called out the following statement from Samuel J. Tilden and A. Oakley Hall, Esqs.: Mr. Gould's counsel:—

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**Police Intelligence.**  
**THE REPORTER OF THE SUN BOUND OVER TO KEEP THE**  
**PEACE.**—The examination in the case of James Connelly, the reporter of the Sun, charged with using threatening language against C. H. Farrell, was resumed yesterday morning and concluded, Alderman Brady holding him in the sum of \$300 to keep the peace.

**A BURGULAR BREAKER** **IN LEO**.—At an early hour yesterday morning, policeman Gove, of the Twentieth precinct, discovered a burglar named Peter Cunningham, in Seventeenth avenue, and promptly arrested him. Cunningham was then held up at the armory, but being hotly pursued by the officer, sought to escape by jumping down an embankment and running for his life. When the policeman came upon him, he found the fugitive crouching, and unable to move. He had broken his leg, it appeared, and quietly submitted to being sent to Bellevue Hospital for medical attendance.

**ATTEMPTED BURGULARY**.—On Wednesday night an attempt was made to break the house corner of Ewen and Alaska streets, E. D. They, the officers, were unable to make a breach; but, on other Hovenden approaching, they ran away.

**Arrivals and Departures.**  
ARRIVALS.  
From Norfolk, Va., in the steamship Yorktown—O Miller, J M Brooks and lady, Miss H Perry, Miss M Goodall, C Hemfeld M Rutherford and son, W B Thomas, A B Rogers W G Newmann, R Wells, W H Deans, Miss Lacey, Miss Baker, J B Kimball, W H Sheppard, M Hess, R Lourry, Mrs Lourry, Captain R W Whiffeld and family, and six in the staterage.  
From Bermuda. In the brig Thos M Mayhew—Capt H Plunt,

**DEPARTURES.**  
 Per Liverpool, in the steamship Europa, from Boston—E K Harris, Mrs L A Harris, Miss Minnie F Stevens, Mr and Mrs J C Richardson, Mrs Paron Stevens, Miss Reed, Capt Albert Daular, Rev J F Stephenson, M G Smith, Mrs J Freeman, Geo R Dexter, H R Kendall, Francis Jones, Boston; Rev J Chapin, Abington; H T Cassey, Master Edmund T Putnam, Mrs Sarah L Smith, Mrs C L Putnam, Salem; J Carter Brown, Providence; Rev P J Bacon, Right Rev D W Bacon and friend.

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The monthly Custom House tables of the trade of the port for the month of October have just been completed, and we subjoin our usual comparative statements for the month and the periods which have elapsed of the current fiscal and calendar years. The figures for the month, compared with last year, are as follows:—

**Imports for October.** 1858. 1859.

Entered for consumption.....	\$9,234,470	\$9,545,568
Re-exports.....	1,000,000	1,000,000
Free goods.....	2,061,468	1,641,645
Specie and bullion.....	99,568	1,000,000
<b>Total entered at the port.....</b>	<b>\$12,395,046</b>	<b>\$12,146,613</b>
Withdrawn from warehouse.....	2,462,425	2,746,890
Cash duties received.....	2,064,834	2,064,834

**Exports for October.**

Foreign merchandise.....	\$5,233,303	\$4,752,772
Foreign merchandise, dutiable.....	359,156	382,200
Do do free.....	161,063	462,200
Specie and bullion.....	3,028,465	\$5,841,144
<b>Total.....</b>	<b>\$8,782,016</b>	<b>\$11,038,216</b>
Total exclusive of specie.....	\$7,558,611	\$5,685,088

It will be seen from the above that the movement do not differ materially from that of the corresponding month of last year. At that period commerce was reviving, the banks were pressing discounts at a very low rate of interest on their customers, the importers were doing a profitable business, and the smallness of the crop not being so cheerless, while the prospect of a heavy cotton crop was encouraging Southern merchants to buy and order freely. At the present time some of these conditions are reversed. Money is still easy, many of the banks are seeking borrowers, and the crops both of grain and cotton are known to be large; but importations have not proved profitable as they were last year, and many importers have suspended and others are shaky; the prospect ahead is rather in favor of increased importations and a restricted trade, than as was the case last year at this date, in favor of increased importations and increased commercial activity. Much, however, will depend upon the ruling prices of cotton, breadstuffs and provisions; should the prices be high, and should the crop continue to come forward freely, all sections of the country will be prepared to buy, and to export freely next spring, and, despite the losses of this fall, foreign goods will be freely ordered by the importers. The corresponding period of 1857 the banks had suspended discounts, and people had not yet realized what would be the consequences of all this. Hence, though the importations for October of last year, based on previous orders, were still considerable, all international trade was at a standstill; neither money nor produce could be moved from one part of the country to another, confidence was entirely overthrown, and general ruin seemed to be impending. Since shipments had been stopped, however, and the extrajudicial interference of the courts having prevented the winding up of the banks, liquidation was slowly but steadily proceeding. The prospect ahead at that time was gloomy in the extreme.

The following tables will show the movement of foreign commerce at this port for the four months which have elapsed of the current fiscal year, as compared with the corresponding period of 1858—

**Imports of Foreign Merchandise.** 1858. 1859.

July.....	\$18,506,860	27,296,000
August.....	19,926,000	34,840,000
September.....	15,473,000	16,943,000
October.....	18,543,000	18,618,000

**Imports for four months.....** \$67,146,860 **92,107,000**

**Exports of Domestic Produce.**

July.....	\$5,120,000	5,551,000
August.....	4,660,000	5,153,000
September.....	5,233,000	4,845,000
October.....	5,233,000	4,753,000

**Exports of dom'c pro., 4 mos. \$19,996,000 20,400,000**

**Exports of Specie.**

July.....	\$2,501,000	10,051,000
August.....	2,022,000	6,410,000
September.....	3,203,000	8,228,000
October.....	1,866,000	5,644,000

**Exports of specie for 4 months \$11,871,000 30,073,000**

The following tables present a picture of the foreign trade of this port for the four months which have elapsed of the current calendar year.

**Imports of Foreign Merchandise.** 1858. 1859.

January.....	\$7,796,000	19,227,000
February.....	9,069,000	18,766,000
March.....	11,729,000	20,400,000
April.....	12,000,000	22,425,000
May.....	11,484,000	23,862,000
June.....	10,116,000	24,970,000
July.....	18,506,860	27,296,000
August.....	19,926,000	34,840,000
September.....	15,473,000	16,943,000
October.....	18,543,000	18,618,000

**Total for ten months.....** \$128,879,000 **223,197,000**

in hand, and are enabled to revise the table published in the City Herald. We affix an affix (\*) to the items which are estimates of our own; the other figures are supplied by the companies.

Roads.	Oct. 1855.	Oct. 1856.	Percent.	Pr. Cr.
Hudson River.....	\$140,132	370,137	29.34	21
Galena.....	141,640	382,648	57.12	48
Evansville.....	140,547	328,464	36.98	41
Cleveland & Toledo.....	76,460	19,200	—	—
Michigan Southern.....	211,000	206,240	—	—
Illinois.....	184,718	325,248	57.12	31
Buffalo, N. Y. & C.....	100,000	—	—	—
Norwich & Worcester.....	37,000	35,000	4.00	13
Milwaukee & Keokuk.....	92,000	120,000	28.00	27
St. Louis & Hannibal.....	100,000	—	—	—
N. Y. Central.....	647,000	722,000	15.00	12
N. Y. & N. Haven.....	72,850	85,850	13.00	10

The last week of October was a very large week for traffic on most of the Western roads, and gave a handsome increase on all, or nearly all of them. Corn is beginning to move, and wherever that crop is good the roads have better times in prospect.

There was no conversation in business circles in reference to the disbursements of the Treasury at the rate of \$2 million per week. The Treasury was busy at 92 Wall street. He is charged with some irregular financial transactions, which resulted in the loss of \$100,000, the suspension of the firm of Andre Brothers, the tobacco trade. Andre Brothers accuse him of having appropriated monies belonging to them, and suspect that he has gone to Europe. His son states, on the contrary, that his father's firm owed nothing to the Andre's, but, on the contrary, sustained them in business by the use of his paper until he felt it prudent to cease such accommodation. He adds that he has not left for Europe, and will probably be in his office to-morrow morning. The parties were, apparently, connected together in various intricate financial operations.

The following was the business of the Sub-Treasury to-day:—

Total receipts.....	\$286,673 41
Disbursements.....	90,000 00
Total payments.....	256,673 41
Total balance.....	4,611,055 07

The exchanges at the Bank Clearing House this morning were \$25,238,532 44, and the balances \$1,193,311 56.

The winter schedule of fares for westward bound passengers was to-day adopted by the four trunk lines.

The Independent of to-day says:—

There is a sensible falling off in the importations for the season. The demand for goods is not so great as it was in June. In spite, however, of the forcing of goods at auction, there is yet a large surplus of goods unused, both in the public and private stores. In the private stores, some of which at least, the goods are stored away out of sight for another season, and nothing is said about them. French merinoes have fared better than other kinds, and brought a high price. The demand for them is still strong. The demand for German goods has dragged, and left a considerable surplus. British goods were less superabundant. French fabrics are in less active demand than last week, and the surplus is in excess, though prices are within out nominal change. Prints, however, are rather lower; delaines are yet in fair request. In fancy cassimeres the production has increased, while the sales are less. The jobbers are much less active, yet are doing a fair business. At retail a good demand prevails, which has been augmented by the premature orders of the winter-thermometer being a great deal below the winter habitations. The effect of these orders, though another month or two of the season yet remains.

The Chicago Press of Tuesday says:—

We understand that the Eastern merchants advance their rates for shipping to New York, and to New York, and to New York, which will make it \$1 05 per barrel to New York, and \$1 00 to New York. This will probably prevent the exportation of grain to New York, and to New York, and to New York. Last week about 27,000 barrels were shipped by rail, and only about 12,000 barrels by lake.

Stock Exchange.		Thursday, Nov. 8, 1856.	
\$11000 T S 5 7/8.....	103 3/4	300 the N. Y. RR 33	80 1/2
1500 Ohio 5 5/8 50.....	101 3/4	300 do do do.....	86 1/2
1000 Erie 5 1/2 50.....	101 3/4	300 Erie RR 33	80 1/2
5000 Virg'a 5 1/2 50.....	94 1/2	510 do do do.....	80 1/2
800 do do do.....	95	200 do do do.....	7 1/2
1000 do do do.....	84 1/2	50 do do do.....	85 1/2
14000 do do do.....	85	20 do do do.....	80 1/2
3500 Missouri 5 1/2.....	85 1/2	21 N. Hav & W. Rd RR 123 1/2	—
1000 do do do.....	87	50 Mich S & N. G. RR 135 1/2	—
2500 do do do.....	85	20 do do do.....	80 1/2
10000 RR 2m b ex.....	70	100 Reading RR.....	38 1/2
10000 RR 4m b ex.....	50	100 do do do.....	38 1/2
300000 Chesapeake.....	85	100 Mich Cn RR 360	40 1/2
10000 Ill & W. RR.....	85	100 do do do.....	75 1/2
1000 Gal & Ch 1 m.....	94	250 do do do.....	40 1/2
14500 Ill & S J RR b.....	42 1/2	54 Mich S & N RR.....	4 1/2
14 Metropolitan RR.....	31 1/2	9 do do do.....	6 1/2
10 Tenn Cn RR.....	83 1/2	10 Cleve, Col & Cn RR.....	91 1/2
24 Del & Hud Cn Co.....	97	125 do do do.....	80 1/2
10000 do do do.....	97	100 do do do.....	80 1/2
50 Pacific M S S Co.....	73 1/2	60 do do do.....	81 1/2
50 do do do.....	73 1/2	850 do do do.....	75 1/2
10000 do do do.....	73 1/2	100 do do do.....	75 1/2
315 do do do.....	73	100 do do do.....	75 1/2
100 do do do.....	73	400 Cleve & Tol RR.....	73 1/2
10 do do do.....	73	100 do do do.....	73 1/2
16 do do do.....	75 1/2	200 do do do.....	21 1/2
10000 N. Y. Cn RR.....	100	100 do do do.....	86 1/2
250 do do do.....	89 3/4	600 Ch & Rk 1 RR 100	63 1/2
100 do do do.....	80 1/2	100 do do do.....	86 1/2

at 7 1/2c. Piled hams were held at quite full prices. Lard was inactive, with sales of 300 bbls. at 10 1/2c. a 10c. Butter and cheese were in good demand and prices unchanged.

Rice and sugar embraced about 120 cases at 3 1/2c. a 4c.

CLARE.—The sales embraced about 800 lbs. Cuban, 1 1/2c., and 11,000 lbs. China were made at 26c. for refining at 3c.

WHEAT.—Sales of 1,600 bbls. were made at 26 1/2c. At the close it was held with more firmness.

**MARKET INTELLIGENCE.**

**FROM NEW YORK.**

Passenger.	Leave.	Date.	For.
Wester.....	Liverpool.....	Oct. 18.....	New York
Port of Spain.....	London.....	Oct. 18.....	New York
Wander.....	London.....	Oct. 20.....	New York

**ALMASS FOR NEW YORK—THIS DAY.**

SHIP NAME.	FROM.	Arrive.
.....	.....	11:30
.....	.....	12:30
.....	.....	1:30
.....	.....	2:30
.....	.....	3:30

**Port of New York, November 3, 1899.**

**CLEARED.**

Steamship Montgomery, Berry, Savannah—H B Cromwell & Co.

Ship E. Greely, Cutter, Savannah—J W Delano.

Barb Trovis, Barren, Arroyo—Surgas & Co.

Barb Trismian, Mayo, Matanzas—Mader.

Barb H Thornton, Tarr, New Orleans—T N Stanton.

Barb O O Allen, McGill, Wilmington—F Alexander.

Frig. Wm. J. Smith, New York—J E Ward & Co.

Frig. Times, Plymouth, Palapalache—Bazile & Hazard.

Frig. Wm. J. Smith, New York—J E Ward & Co.

Frig. C. M. Kearney, Barren, Boston—S W Lewis.

Steamer Anthracite, Jones, Philadelphia.

Ship W. J. Smith, Constitution (Br), Thompson (not Higgins as advertised yesterday), Liverpool—Higgins & Guion.

**ARRIVED.**

Steamship Yorktown, Parish, Norfolk, Ark, with mds and passengers to London, Baltimore & Liverpool.

Ship Mary L. Gunther of Myrtle, Spicer, San Francisco, 107 days, via Rio Janeiro, Sept. 28, in ballast, to order, Spec. 3, of order, Spec. 4, of order, Spec. 5, of order, Spec. 6, of order, Spec. 7, of order, Spec. 8, of order, Spec. 9, of order, Spec. 10, of order, Spec. 11, of order, Spec. 12, of order, Spec. 13, of order, Spec. 14, of order, Spec. 15, of order, Spec. 16, of order, Spec. 17, of order, Spec. 18, of order, Spec. 19, of order, Spec. 20, of order, Spec. 21, of order, Spec. 22, of order, Spec. 23, of order, Spec. 24, of order, Spec. 25, of order, Spec. 26, of order, Spec. 27, of order, Spec. 28, of order, Spec. 29, of order, Spec. 30, of order, Spec. 31, of order, Spec. 32, of order, Spec. 33, of order, Spec. 34, of order, Spec. 35, of order, Spec. 36, of order, Spec. 37, of order, Spec. 38, of order, Spec. 39, of order, Spec. 40, of order, Spec. 41, of order, Spec. 42, of order, Spec. 43, of order, Spec. 44, of order, Spec. 45, of order, Spec. 46, of order, Spec. 47, of order, Spec. 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Export of Domestic Produce.....	\$4,208,000	3,762,000
February.....	3,710,000	3,284,000
March.....	4,803,000	5,377,000
April.....	5,013,000	5,989,000
May.....	4,262,000	5,189,000
June.....	6,383,000	6,194,000
July.....	5,201,000	6,101,000
August.....	4,660,000	5,184,000
September.....	3,886,000	4,949,000
October.....	5,233,000	4,759,000
Total for ten months.....	\$47,498,000	49,017,000
Export of Specie.		
January.....	\$4,746,000	2,306,000
February.....	5,747,000	2,917,000
March.....	638,000	3,343,000
April.....	846,000	6,256,000
May.....	1,790,000	11,421,000
June.....	494,000	4,458,000
July.....	2,801,000	10,055,000
August.....	2,202,000	6,416,000
September.....	1,994,000	5,208,000
October.....	3,240,000	8,208,000
Total for ten months.....	\$32,842,000	66,103,000

The most striking feature of this comparison consists in the increase of foreign imports and the increase of export of specie this year. It would not be safe, however, to regard either year as a fair average. Last year the import entries, in consequence of the revolution of 1867, were not less than usual; the quantity of foreign goods imported was in fact less than the actual consumption of the country. Hence, in part, an excess of importations of this year, to supply the deficiency last year. The large export of specie arose from the same cause. The importers have been copious buyers of foreign exchange to pay for their imports; and in the absence of produce bills the leading drawers have covered their exchange by shipments to a much greater extent than usual.

It is probable that the actual export of specie from the United States during the current year will exceed the enormous aggregate of \$80,000,000; and that the produce of gold within the country will not be much over \$55,000,000—showing an actual loss of bullion during the year equal to \$25,000,000, which is about the surplus accumulated in 1858.

There is in some quarters a rather general anxiety for the next day-today, though we cannot hear of any transactions above our last quoted rates. Prime short acceptances, with two names, continue to go at  $\frac{1}{2}$  per cent. demand loans at  $\frac{5}{8}$  c., the latter rate being rarely put by well established houses; and first class endorsed paper long date, 7 per cent.

The foreign exchange market opens without activity. A leading drawer sells his bill on London at  $\frac{1}{10}$ ; and, giving away a monopoly of the market. The steamers on Saturday will take some specie—how much it is yet too soon to pronounce.

The following are the latest quotations for sight exchange on New York at the cities mentioned—

New Orleans.....	$\frac{1}{2}$ % par.
Batavia.....	$\frac{1}{2}$ % par.
Mobile.....	$\frac{1}{2}$ % par.

The rates at Philadelphia, Baltimore and Chicago do without change.

The stock market opened lower this morning; between the stock price advanced a shade; in the afternoon, rather larger business was done, and the market closed steady. The reports of the increase of the most of the Western roads are regarded as extremely satisfactory, and have led to a few purchases by outsiders. These are, for the most part, confined to Galena and Rock Island. As a general rule the dealers are still exclusively among the street jobbers and board operators. Central opened at 80 $\frac{1}{2}$ , advanced to 81, and closed that bid. Galena was wanted at 73 $\frac{1}{2}$ , closing the bid. The other Western stocks are inactive. Hudson River advanced  $\frac{1}{2}$  per cent, and was firmly held at 61 advance. Pacific Mail opened at 75 $\frac{1}{2}$ , declined to 72, and closed 71 $\frac{1}{2}$ . Panama sold at a small advance. There is so large a short interest in these stocks that the prices maintained without outside support. State stocks on a future steady and in fair request. The last prices of the day were as follows:—Missouri 6 per cent, 84 $\frac{1}{2}$ ; & California Company, 13 $\frac{1}{2}$ ; Cumberland Coal Company, preference, 14 $\frac{1}{2}$ ; & Pacific Railroad, 71 $\frac{1}{2}$ ; & Atlantic Coast, 71 $\frac{1}{2}$ ; & Illinois Central Railroad, 81 $\frac{1}{2}$ ; & Erie Railroad, 77 $\frac{1}{2}$ ; & Michigan Central Railroad, 87 $\frac{1}{2}$ ; & Harlem Railroad, 80 $\frac{1}{2}$ ; & do. preferred, 86 $\frac{1}{2}$ ; & do. Bonding Railroad, 38 $\frac{1}{2}$ ; & Michigan Central Railroad, 80 $\frac{1}{2}$ ; & Michigan Southern and Northern Indiana Railroad, 6 $\frac{1}{2}$ ; & do. guaranteed, 117 $\frac{1}{2}$ ; & Panama Railroad, 123 $\frac{1}{2}$ ; & 123; Illinois Central Railroad, 64 $\frac{1}{2}$ ; & Galena and Chicago Railroad, 73 $\frac{1}{2}$ ; & do. preferred, 74 $\frac{1}{2}$ ; & Cleveland and Toledo Railroad, 21 $\frac{1}{2}$ ; & Chicago and Rock Island Railroad, 63 $\frac{1}{2}$ ; & 64 $\frac{1}{2}$ .

Most of the reports of the October traffic has

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place of the *Quaker City* in the Havana line, leaving on the 15th of this month.

**STEAMSHIP FLORIDA**, Nelson, hence, arrived at New Orleans 12 P.M. all well.

**THE SCHOONER GLENN**, Hobbs, being reported ashore in Puget Sound, arrived at San Francisco 7th inst, where she would discharge and repair before proceeding to Chilian.

**THE SCHOONER KILPATRICK**, from New York, arrived at New Orleans for Havana, went ashore on the Grand Bahama Banks 17th inst, and was wrecked on the 18th inst, about 10 miles from the shore, about 2000 of which had been taken out of the ship, the remainder being dry-docked. No certain information is received as to the fate of the crew, but the captain and ship had been received at Key West where the Registrar stated that 17 of the crew and the ship had been lost.

**SHIP EXCLUSION**—A despatch from Charleston dated 3d inst, states that the schooner *W. H. Smith*, of that port, was reported to have been lost at Key West and crew in a state of mutiny.

**SHIP PORTLAND**, as New Orleans from Liverpool, sprung her boiler at Key West, and was wrecked on the 10th inst.

**SHIP DE FORT**, Reed, at Boston from Liverpool, had a severe winter gale most of the passage, sprung her topsides and lost her cargo, and was wrecked on the 10th inst. 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from the eye to see them distinctly.

—When it is necessary to get more light than formerly; as instance, to place the light between the eye and object.

—If in looking at and attentively considering a near object, the eye becomes confused and appears to have a mist before it.

—When the letters of a book run into one another, and the eye appear double and tremble.

—If the eye is so fatigued by a little exercise that we are tired to read them from time to time, and relieve them by looking at other objects, or rubbing them.

When all these circumstances occur, or when any of them separately take place, the assistance of an optician thoroughly conversant with the anatomy of the eye, and practising possessing the various assisting properties, as well as to give ease to the eyes, are essentially required, as, if they are not assisted at that time, the eyes will become weakened by the efforts which they are compelled to make. The above information is equally good to

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ordinarily sold, have secured for them the powerful recommendations, in preference to all others, of the following, and by which the eyes will become weakened by the efforts which they are compelled to make.

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**MRS R. WOOD, M. D., Professor, &c., &c., N. Y.**

**DEPH HENRY, Professor Smithsonian Institution, Washington, D. C.**

**EDWARD M. F. MAURY, United States Observatory, Washington, D. C.**

**JOHN DALE OWEN, United States Geologist, New Harmony, Indiana.**

**CHARLES G. SMITH, Jr., M. D., Professor, Pennsylvania Medical College, Philadelphia.**

**WILLIAM HENRY, M. D., Baltimore, Md.**

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